



30/4/99

Transmittal Note

SUPPLEMENT TO
ANNEX 2 — RULES OF THE AIR
(Ninth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 2 and includes differences notified by Contracting States up to 30 April 1999.
2. This Supplement should be inserted at the end of Annex 2, Ninth Edition. Additional differences and revised comments received from Contracting States will be issued at intervals as amendments to this Supplement.

SUPPLEMENT TO ANNEX 2 — NINTH EDITION

RULES OF THE AIR

Differences between the national regulations and practices of States and the corresponding International Standards contained in Annex 2, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

APRIL 1999

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS TO SUPPLEMENT

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>

RECORD OF AMENDMENTS TO ANNEX 2 (NINTH EDITION)

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>
30	26/2/93	11/11/93			
31	18/3/94	10/11/94			
32	19/2/96	—			
33	26/2/97	6/11/97			
34	19/3/98	5/11/98			

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards of Annex 2, Ninth Edition, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Barbados	26/6/98	1	30/4/99
Belarus	2/10/98	4	30/4/99
China	23/10/98	1	30/4/99
China (Hong Kong SAR)	17/9/98	2	30/4/99
Finland	16/9/98	2	30/4/99
France	8/10/98	2	30/4/99
Germany	16/9/98	2	30/4/99
Kyrgyzstan	1/7/98	4	30/4/99
Mauritius	23/9/98	1	30/4/99
Monaco	21/8/98	1	30/4/99
Norway	5/10/98	5	30/4/99
Oman	13/6/98	1	30/4/99
Slovakia	25/1/99	1	30/4/99
Sweden	30/9/98	1	30/4/99
Tunisia	8/9/98	1	30/4/99
United Kingdom	23/9/98	4	30/4/99
United Republic of Tanzania	30/9/98	1	30/4/99
United States	19/3/99	7	30/4/99
Uzbekistan	7/10/98	2	30/4/99

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Austria	25/9/98	Peru	17/2/99
Botswana	6/9/98	Portugal	26/10/98
Burundi	26/8/98	Republic of Korea	23/9/98
Egypt	27/7/98	Romania	5/10/98
Estonia	15/9/98	Seychelles	13/8/98
Ethiopia	5/10/98	Uganda	10/7/98
Fiji	20/7/98	United Arab Emirates	12/9/98
Jordan	1/10/98	Zambia	2/10/98
New Zealand	10/7/98		

3. Contracting States from which no information has been received

Afghanistan	Georgia	Nicaragua
Albania	Ghana	Niger
Algeria	Greece	Nigeria
Angola	Grenada	Pakistan
Antigua and Barbuda	Guatemala	Palau
Argentina	Guinea	Panama
Armenia	Guinea-Bissau	Papua New Guinea
Australia	Guyana	Paraguay
Azerbaijan	Haiti	Philippines
Bahamas	Honduras	Poland
Bahrain	Hungary	Qatar
Bangladesh	Iceland	Republic of Moldova
Belgium	India	Russian Federation
Belize	Indonesia	Rwanda
Benin	Iran (Islamic Republic of)	Saint Lucia
Bhutan	Iraq	Saint Vincent and the Grenadines
Bolivia	Ireland	Samoa
Bosnia and Herzegovina	Israel	San Marino
Brazil	Italy	Sao Tome and Principe
Brunei Darussalam	Jamaica	Saudi Arabia
Bulgaria	Japan	Senegal
Burkina Faso	Kazakhstan	Sierra Leone
Cambodia	Kenya	Singapore
Cameroon	Kiribati	Slovenia
Canada	Kuwait	Solomon Islands
Cape Verde	Lao People's Democratic Republic	Somalia
Central African Republic	Latvia	South Africa
Chad	Lebanon	Spain
Chile	Lesotho	Sri Lanka
Colombia	Liberia	Sudan
Comoros	Libyan Arab Jamahiriya	Suriname
Congo	Lithuania	Swaziland
Cook Islands	Luxembourg	Switzerland
Costa Rica	Madagascar	Syrian Arab Republic
Côte d'Ivoire	Malawi	Tajikistan
Croatia	Malaysia	Thailand
Cuba	Maldives	The former Yugoslav Republic of Macedonia
Cyprus	Mali	Togo
Czech Republic	Malta	Tonga
Democratic People's Republic of Korea	Marshall Islands	Trinidad and Tobago
Democratic Republic of the Congo	Mauritania	Turkey
Denmark	Mexico	Turkmenistan
Djibouti	Micronesia (Federated States of)	Ukraine
Dominican Republic	Mongolia	Uruguay
Ecuador	Morocco	Vanuatu
El Salvador	Mozambique	Venezuela
Equatorial Guinea	Myanmar	Viet Nam
Eritrea	Namibia	Yemen
Gabon	Nauru	Zimbabwe
Gambia	Nepal	
	Netherlands	

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
General	Sweden	3.2.2.7.3	Finland
Definitions	China (Hong Kong SAR)	3.2.3	Norway
	Finland	3.2.3.1	China (Hong Kong SAR)
	France		Germany
	United Kingdom	3.2.3.2	United Kingdom
	United Republic of Tanzania		United States
	United States	3.2.3.3	China (Hong Kong SAR)
Chapter 2 —		3.2.3.4	China (Hong Kong SAR)
General	Norway		United Kingdom
2.2	United States	3.2.5	Belarus
2.2, Note 2	Norway		Finland
2.4	France		Germany
2.5	Finland		Kyrgyzstan
	Norway		Norway
	United States		Slovakia
			United States
Chapter 3 —		3.2.6	Norway
General	Norway	3.3	China
	Uzbekistan	3.3.1	Oman
3.1.2	China (Hong Kong SAR)	3.3.1.2	Finland
	France		Germany
	Norway		Norway
	United Kingdom		United Kingdom
3.1.4	Norway		United States
3.1.7	Norway	3.3.1.4	Norway
3.1.8	Norway		United States
	Sweden	3.3.3	Finland
	Tunisia	3.3.5.3	Finland
	United States		Norway
3.2, Note	United States		United Kingdom
3.2.1	Sweden	3.3.5.4	United Kingdom
3.2.2	Germany	3.6.1	United States
3.2.2.1	China	3.6.1.1	Norway
3.2.2.2	Belarus	3.6.2.4	Belarus
	China		China
	France		Kyrgyzstan
	Kyrgyzstan	3.6.5.1	Uzbekistan
3.2.2.3	China		Finland
	Finland		Germany
	France	3.6.5.2	Monaco
	Germany		Germany
	Monaco		Norway
	Uzbekistan		United Kingdom
3.2.2.4	China	3.6.5.2.1	Belarus
3.2.2.6	United States		Germany
3.2.2.7.1	China		Kyrgyzstan
3.2.2.7.2	Finland		

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
3.6.5.2.2	Finland France Germany Kyrgyzstan Slovakia Sweden United States	4.7	China Finland France Monaco Slovakia United Kingdom United Republic of Tanzania United States
3.7	Finland	4.8	Norway United Kingdom United States
Chapter 4 — General	Uzbekistan	4.9	Monaco
4.1	Belarus China France Germany Kyrgyzstan Norway United Kingdom United States	Chapter 5 — General	Uzbekistan
4.2	Belarus Germany Kyrgyzstan Norway United Kingdom United States	5.1	Uzbekistan
4.3	Finland Germany Mauritius Norway United States	5.1.2	Belarus Germany Kyrgyzstan Mauritius Norway Tunisia United Kingdom United States
4.4	Belarus Kyrgyzstan Mauritius Norway Oman United Kingdom United Republic of Tanzania United States	5.2.2	United States
4.5	Belarus Kyrgyzstan Mauritius Sweden	5.3	Belarus
4.6	Barbados China Finland Mauritius Norway Oman United Kingdom	5.3.1	France United Kingdom United States
		5.3.2	France Monaco
		Appendix 1	Belarus Germany Kyrgyzstan Norway United Kingdom United States
		Appendix 2	China
		Appendix 3	China Sweden United Kingdom
		Appendix 4	France
		Attachment A	United Kingdom

CHAPTER 4

- 4.6 a) An aircraft other than a helicopter shall not be flown over any congested area of a city, town or settlement below a height of 1 500 ft (450 m) above the highest fixed object within 2 000 ft (600 m) of the aircraft.

CHAPTER 3

- 3.2.2.2 When aircraft are on intersecting tracks, the aircraft at the same altitude and on the left shall descend, and the aircraft at the same altitude and on the right shall climb, so that the difference in their altitudes will ensure safe separation. During this manoeuvre, the pilots of the two aircraft are required not to lose sight of one another.
- 3.2.5 c) Make all turns in accordance with the established approach or departure procedure, unless otherwise instructed.
- 3.6.2.4 If the weather deteriorates below VMC, the aircraft commander is required to:
- change to IFR if both pilot and aircraft are rated for such operations. Coordinate the flight level with the air traffic controller.
 - return to the departure aerodrome or land at the closest alternate aerodrome if either the pilot or the aircraft is not rated for IFR flight.
- 3.6.5.2.1
- a) Continue to fly to the destination aerodrome in visual meteorological conditions at the assigned VFR altitude. If the flight crosses the state borders of Belarus (of a state included in the AIP), comply with paragraph 4.1.8 RAC 1-1.8.
 - b) If it is impossible to continue visual flight to the destination aerodrome and the flight crosses the borders of Belarus (of a state included in the current AIP), return to the departure aerodrome or land at the nearest alternate aerodrome at which the weather permits a VFR landing.

CHAPTER 4

- 4.1 Visual flight rules apply in the lower airspace up to 6 100 m for flights operating at a speed of no more than 550 km/hr down to the lowest safe flight level and 450 km/hr below the lowest safe flight level:
- during the day
 - at dusk, in the case of flights operating in polar regions (above 60° latitude) and in other regions by special permission. The meteorological minima for a VFR flight are presented in the following table:

Terrain	Flight speed (true) (km/hr)	VFR minima		
		Height of cloud base above highest point of terrain (m)	Visibility (m)	Vertical distance between aircraft and cloud base (m)
IN THE LANDING AND TAKE-OFF ZONES				
Level and hilly	300 or less	150	2 000	50
	310-550	300	5 000	100
Mountainous	550 or less	300	5 000	100
IN THE APPROACH ZONE, ON AIRWAYS, LOCAL AIR ROUTES AND ESTABLISHED ROUTES				
Level and hilly	300 or less	150	2 000	50
	301-550	300	5 000	100
Mountainous (elevation to 2 000 m)	550 or less	300	5 000	100
Mountainous (elevation 2 000 m or more)	550 or less	700	10 000	100

Note.— In the take-off and landing zones, the weather minima are established according to the circling speed.

4.2 For VFR flights at aerodromes within a zone controlled by an ATC unit, permission must be obtained from the ATC unit to enter or manoeuvre within the aerodrome area.

4.4 Except as necessary for taking off and landing, or when permission has been obtained from the appropriate authorities, VFR flights may operate:

- a) over populated areas or open-air assemblies (where authorized) at a height from which, in the case of an engine failure, the aircraft can glide beyond the area in question, but not below the height indicated in the table of minimum safe heights (paragraph 4.4 b)).

When weather conditions make it impossible to maintain the appropriate height, the aircraft commander is required to fly around the populated area or open-air assembly, as a rule on the right-hand side at a distance of not less than 500 m, unless some other avoidance procedure is established.

b) at heights not less than the minimum safe heights indicated in the following table:

<i>Airspeed (true) (km/hr)</i>	<i>Safe height (true) for a VFR flight (m)</i>
IN THE TAKE-OFF AND LANDING AREAS	
300 or less (circling)	100
More than 300 (circling)	200
<i>Note.— High points of terrain and artificial obstacles within a strip extending 5 km to each side of the route centre line are taken into account in calculating the safe height for a VFR flight.</i>	
IN THE APPROACH AREA	
a) over level and hilly terrain or over water	
300 or less	100
from 301 to 550	200
b) over mountainous terrain (peaks to 2 000 m)	
less than 550	300
c) over mountainous terrain (peaks above 2 000 m)	
less than 550	600
<i>Note.— High points of terrain and artificial obstacles located within the boundaries of the airway are taken into account when calculating the safe indicated altitude for a VFR flight.</i>	

4.5

VFR flights at altitudes above the lowest flight level must be conducted with the separation established for a VFR flight in the lower airspace (up to 6 100 m).

CHAPTER 5

- 5.1.2 Except for take-off and landing, or when authorized by the appropriate authorities, instrument flights must not be conducted at levels below the minimum safe true altitude indicated in the following table:

<i>Airspeed (true) (km/hr)</i>	<i>Safe IFR altitude (true) (m)</i>
IN THE TAKE-OFF AND LANDING AREAS	
300 or less (circling)	300
Over 300 (circling)	300
IN THE APPROACH AREA OR ON THE AIRWAY	
a) over level and hilly terrain, over water	
300 or less	600
301-550	600
500 and over	600
b) over mountainous terrain (peaks to 2 000 m)	
under 550	900
550 and over	900
c) over mountainous terrain (peaks above 2 000 m)	
under 550	900
550 and over	900
<i>Note.— High points of terrain and artificial obstacles located within a strip extending 25 km to each side of the airway centre line are taken into account when calculating the safe indicated altitude for IFR flight.</i>	

- 5.3 The airspace of Belarus (of a state included in the AIP), as determined in accordance with regional air navigation agreements, is controlled. Aircraft in flight should be guided by the rules established for controlled airspace.

Appendix 1

- 2.1 2) Distress and emergency signals in these paragraphs are not used.
2.1 4)

- 4.1.1 Aerodrome traffic signals in these paragraphs are not used.
4.1.2
4.2.1
4.2.2
4.2.3
4.2.4
4.2.5
4.2.6
4.2.7
4.2.8

CHAPTER 3

- 3.2.2.1 When two aircraft are approaching head-on at the same level, each shall alter its course to the right, maintaining a separation between them of 500 m or more. When two aircraft are converging at the same level, the pilot who sees from the cockpit the other aircraft on the left shall descend, while the pilot who sees the other aircraft on the right shall ascend, overtaking of proceeding aircraft at the same level shall be made at a lateral distance of 500 m or more to the right side of the aircraft being overtaken.
- 3.2.2.2
- 3.2.2.3
- 3.2.2.4
- 3.2.2.7.1 Aircraft shall taxi (be towed) along the assigned taxiing route; they are prohibited to taxi head-on. When they are converging, the pilot who sees from the cockpit the other aircraft on the left shall stop.
- 3.3 All flights are required to submit a flight plan to the appropriate air traffic services unit.
- 3.6.2.4 All airspace is controlled airspace, therefore there should be no such possibility as “leave the controlled airspace” or “leave the airspace within which an ATC clearance is required”. No rules on the special VFR flight near the aerodrome have been promulgated at present.

CHAPTER 4

- 4.1 Airspace is not divided into controlled airspace and uncontrolled airspace. Visual meteorological conditions are different depending on the speed of an aircraft.
- 4.6 An aircraft with a cruising speed of 250 km/hr or less may fly at a level that has a vertical clearance above the highest obstacle, not less than 100 m within an aerodrome.
- 4.7 There are no rules on VFR cruising levels.

Appendix 2 *Additional rule:*

An aircraft that has been forced to land may continue its flight only after clearance has been obtained from the Civil Aviation Administration of China.

Appendix 3 Cruising levels allocation is different from Appendix 3 and has been published in RAC 2-1 Aeronautical Information Publication of China.

CHAPTER 1

Aerobatic flight: “Aerobatic manoeuvres” include loops, spins, rolls, bunts stall turns, inverted flying and any other similar manoeuvres.

Aerodrome: Any area of land or water designed, equipped, set apart or commonly used for affording facilities for the landing and taking off of aircraft and includes:

- a) any area or space, whether on the ground, on the roof of a building or elsewhere, which is designed, equipped or set apart for affording facilities for the landing and taking off of aircraft capable of descending or climbing vertically; and
- b) any such area of land or water or any such area or space the management of which is vested in the Government or in the Chief Executive, but does not include any area for which facilities for the landing and taking off of aircraft has been abandoned and has not been resumed.

Aeronautical station: “Aeronautical radio station” is a radio station on the surface, which transmits or receives signals for the purpose of assisting aircraft.

Air traffic control unit/service: A person appointed by the Chief Executive, or by any other person maintaining an aerodrome or place, to give instructions or advice or both by means of radio signals to aircraft in the interest of safety. Air traffic control service shall be construed accordingly.

Ceiling: “Cloud ceiling” in relation to an aerodrome means the vertical distance from the elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome, which is sufficient to obscure more than one-half of the visible sky.

Control area: Airspace which has been notified as such, and which extends upwards from a notified altitude.

Controlled airspace: Airspace which has been notified as Class A, Class B, Class C, Class D or Class E airspace.

Control zone: Airspace which has been notified as such, and which extends upwards from the surface.

Flight level: One of a series of levels of equal atmospheric pressure, separated by notified intervals and each expressed as the number of hundreds of feet, which would be indicated at that level on a pressure altimeter calibrated in accordance with the International Standard Atmosphere and set to 1013.2 hectopascals (29.92 inches mercury).

Ground visibility: The horizontal visibility at ground level.

Instrument meteorological conditions: Weather precluding flight in compliance with visual flight rules.

Manoeuvring area: The part of an aerodrome provided for the take-off and landing of aircraft and for the movement of aircraft on the surface, excluding the apron and any part of the aerodrome provided for the maintenance of aircraft.

Runway: An area, whether or not paved, that is provided for the take-off or landing of aircraft.

Visual meteorological conditions: Weather permitting flight in accordance with visual flight rules.

CHAPTER 3

3.1.2 Minimum heights:

1. a) An aircraft other than a helicopter shall not fly over any congested area of a city, town or settlement below:
 - i) such height as would enable the aircraft to alight clear of the area and without danger to persons or property on the surface, in the event of failure of a power unit and if such an aircraft is towing a banner, such height shall be calculated on the basis that the banner shall not be dropped within the congested area; or
 - ii) a height of 1 500 ft above the highest fixed object within 2 000 ft of the aircraft, whichever is the higher.
 - b) A helicopter shall not fly below such height as would enable it to alight without danger to persons or property on the surface, in the event of failure of a power unit.
 - c) A helicopter shall not fly over a congested area of a city, town or settlement below a height of 1 500 ft above the highest fixed object within 2 000 ft of the helicopter.
 - d) An aircraft shall not fly:
 - i) over or within 3 000 ft of any assembly in the open air of more than 1 000 persons assembled for the purpose of witnessing or participating in any organized event; or
 - ii) below such height as would enable it to alight clear of the assembly in the event of failure of a power unit and if such an aircraft is towing a banner such height shall be calculated on the basis that the banner shall not be dropped within 3 000 ft of the assembly.
 - e) An aircraft shall not fly closer than 500 ft to any person, vessel, vehicle or structure.
 2. Paragraph 1 e) of this Rule shall not apply to any aircraft while it is landing or taking off in accordance with normal aviation practice.
 3. Nothing in this Rule shall prohibit any aircraft from:
 - a) taking off, landing, or practising approaches to landing in accordance with normal aviation practice at a Government or licensed aerodrome in Hong Kong or at any aerodrome elsewhere, or
 - b) flying for the purpose of checking navigation aids or procedures in accordance with normal aviation practice at a Government or licensed aerodrome in Hong Kong or at any aerodrome elsewhere, or
 - c) flying in such a manner as may be necessary for the purpose of saving lives.
- 3.2.3.1 a) Anti-collision lights: this requirement is only applicable to aircraft registered in Hong Kong having a maximum total weight authorized of more than 5 700 kg.

3.2.3.3 Anti-collision lights: no corresponding provisions.

3.2.3.4 a)

CHAPTER 1

Definitions *Additional definition:*

Night. The hours between sunset and sunrise during which an unlit object (e.g. chimney, mast, etc.) cannot be clearly discerned from a distance of 8 km. Where any doubt exists, it is considered that night prevails.

CHAPTER 2

2.5 No person shall act as a crew member of an aircraft while the alcohol concentration in the blood is elevated due to consuming alcohol or after having used detectable quantities of other narcotics or drugs.

A person entrusted with duties relative to flight safety on board an aircraft shall abstain from the duties while being unable to perform them without hazarding flight safety as a result of illness, fatigue or other such reason.

CHAPTER 3

3.2.2.3 *Additional note.* Hang gliders and paragliders are considered equal to gliders. This also applies to power-driven hang gliders and paragliders.

3.2.2.7.2 *Additional note.* An aircraft may taxi without stopping provided that it has received instructions for taxiing from the AFIS unit and causes no hazard to other traffic.

3.2.2.7.3 An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further in accordance with the ATC clearance when lights are switched off.

3.2.5 *Additional note.* Unless otherwise prescribed by the Civil Aviation Administration, an aircraft may make turns to the right after take-off and when approaching for a landing at an aerodrome where aerodrome flight information is available providing that this can be done without hazard to other air traffic and the intention to turn right is reported to the AFIS unit.

3.3.1.2 b) A flight plan shall be submitted prior to operating any IFR flight outside controlled airspace, any VFR en-route flight by night or any flight operated within a flight information zone surrounding an AFIS aerodrome.

Note.— An en-route flight is a flight exceeding more than 30 km (16 NM) from the aerodrome of departure.

3.3.3 *Additional provision.* A flight plan submitted for a flight across the Finnish territorial border shall contain information for the entire flight up to the aerodrome of intended landing.

3.3.5.3 *Additional provision.* The ATS unit to which the arrival report will be given shall be included in the flight plan. In case the arrival report cannot be expected to reach the appropriate ATS unit within 30 minutes from the estimated time of arrival, the time by which the arrival report is expected to be submitted shall be included in the flight plan.

3.6.5.1 *Note.— SELCAL or similar automatic signalling devices are not regarded as satisfying the requirement to maintain a listening watch.*

3.6.5.2.2 *Additional note.* When experiencing communication failure, aircraft equipped with SSR transponder shall select Mode A and Code 7600. In case the transponder is provided with Mode C. It shall be operated continuously unless otherwise prescribed by the appropriate ATC unit.

- 3.7 *Additional note.* An aircraft provided with SSR transponder may select Mode A and Code 7500 to indicate that unlawful interference has taken place. In case the transponder is provided with Mode C it shall be operated continuously unless otherwise prescribed by the appropriate ATC unit.

General *Additional provisions:*

ATS airspace classification has been added to the Finnish Rules of the Air as paragraph 3.9.

The following new paragraph 3.10 has been added:

Flights at transonic or supersonic speeds. Flights at transonic or supersonic speed by civil aircraft over the Finnish territory are allowed only by a special permission of the Civil Aviation Administration. Permission may be granted only if such flights are not considered to constitute a hazard for general interests or private rights.

CHAPTER 4

- 4.3 The difference to this paragraph is shown in Section ENR 1.2 of the AIP SU OMI/FINLAND in paragraph 3.
- 4.6 b) elsewhere than as specified in 4.6 a), the minimum height is 150 m (500 ft) by day and 300 m (1 000 ft) by night above ground or water.
- 4.7 VFR flights operated within airspace Class B or C shall be conducted at a flight level appropriate to the track as specified in column “IFR flights” of the table of cruising levels.

These provisions do not apply to non-power-driven aircraft, in cases when otherwise instructed in the ATC clearance or when prescribed by the Civil Aviation Administration.

CHAPTER 1

Definitions

Additional definition:

AFIS unit. Air traffic unit responsible for the provision of flight information service and alerting service to the aerodrome traffic of a non-controlled aerodrome.

CHAPTER 2

2.4

Additional provision:

The pilot-in-command is responsible for compliance with prescribed flow control measures.

CHAPTER 3

3.1.2

More restrictive measures may exist above cities and other installations.

3.2.2.2

Additional provision. In the case of heavier-than-air aircraft flying near and parallel to the side of a mountain, the aircraft which has the slope to its right has the right of way, and only the other aircraft must alter its trajectory.

3.2.2.3 d)

Additional provision. Aircraft engaged in in-flight refuelling and formations of over two aircraft also have the right of way.

3.6.5.2.2 a)

The provisions of a) are applied, with the 20-minute period being replaced by the clearance limit.

CHAPTER 4

4.1

Outside controlled airspace, and below the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface,

in-flight visibility must be at least equal to the higher of the two values:

- 1 500 m (or 800 m for helicopters),
- the distance covered in 30 seconds of flight.

4.7

The value selected is the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface.

Additional provision. A VFR flight must be equipped with radiocommunication equipment and radio navigation equipment adapted to the route when it loses sight of the ground or water.

CHAPTER 5

5.3.1 a)

The value selected is the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,

— 300 m (1 000 ft) above the surface.

Additional provisions:

*The first level which can be used must ensure clearance of at least 150 m (500 ft) above the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface.

*Outside controlled airspace, an IFR flight cannot fly below the higher of the following two levels:

- 900 m (3 000 ft) above mean sea level,
- 300 m (1 000 ft) above the surface.

except when necessary for take-off, landing and related manoeuvres.

Below that level:

- if an instrument approach procedure has been published for the aerodrome used, the aircraft must comply with it unless it is flying in VMC and the pilot decides to make a visual approach;
- in the absence of a published instrument approach or departure procedure, the aircraft must continue in VMC.

5.3.2 An IFR flight, whether controlled or not, **must** establish two-way communication with the unit concerned and then maintain listening watch.

Appendix 4 These provisions have not yet been formally included in the French regulations but are already being applied.

CHAPTER 3

3.2.2 *Additional rule.* In addition to the provisions of 3.2.2, an aircraft shall give way to another aircraft that is obviously impeded in its manoeuvrability.

3.2.2.3 For the application of the rules of right-of-way, powered gliders, the engine of which is not in operation, are considered as gliders.

3.2.3.1 All aircraft operated during day and night shall display the anti-collision light. Exceptions may be granted by the competent authority.

3.2.5 On aerodromes, traffic taxiing by own power have the right-of-way to other vehicles and pedestrians.

3.3.1.2 a) *Additional rule.* In addition to the provisions of 3.3.1.2 a), a flight plan shall be filed in the following cases:

- 1) VFR flights during night in controlled airspace;
- 2) aerobatic flights in controlled airspace and over aerodromes with ATC unit;
- 3) cloud flights of gliders;
- 4) flights of manned free balloons and airships; ascents of unmanned free balloons with a total weight of balloon cover and ballast of more than 0.5 kg as well as ascents of bundled unmanned free balloons and mass ascents of unmanned free balloons.

e) The following is a deviation as far as VFR flights from and to France, Belgium, the Netherlands and Luxembourg are concerned.

On 22 December 1994, Member States of the Schengen Agreement have decided to adopt the irreversible application of the respective implementation agreement with effect on 26 March 1995. Having regard to this decision, Germany exempted VFR flights from the obligation to file a flight plan when leaving or entering Germany.

3.6.5.1 *Additional rule.* In addition to the provisions for controlled flights, a continuous listening watch on the appropriate radio frequency of the competent ATC unit shall be maintained and, if required, two-way radiocommunication shall be established with this unit by pilots on VFR flights:

- a) within control zones;
- b) to controlled aerodromes;
- c) within controlled airspace during night.

Exceptions to a) and b) may be granted by the competent authority.

3.6.5.2 *Additional provision.* If a cruising level other than the one given in the flight plan is assigned to the pilot when departing according to IFR in IMC, in his en-route clearance including the departure route, he shall, in case of radiocommunication failure, after setting the transponder to Mode 3/A Code 7600, maintain the level prescribed in the departure route or the level assigned by ATC for a period of 3 minutes and then continue his climb to the cruising level indicated in the flight plan. If during the three minute period the IFR minimum cruising level for the route segment concerned exceeds the level last assigned by ATC, the pilot shall climb to this IFR minimum cruising level.

3.6.5.2.1 *Additional rule.* In addition to the provisions of 3.6.5.2.1 (especially as laid down under b)), the aircraft concerned shall comply with an established inbound and approach procedure or, if this is not possible for operational reasons, execute an approach procedure based on radio navigation.

- 3.6.5.2.2 a) This procedure is not applied.
- b) The German procedure refers to the “current flight plan” (as the previous version of this subparagraph did) and not to the “current flight plan **route**”.

CHAPTER 4

- 4.1 *Additional rule.* In addition to the provisions specified in the table following 4.1, the below described regulations apply:

Outside controlled airspace at heights of less than 3 000 ft above ground or water, VFR flights of rotorcraft, airships and balloons shall be conducted so that:

- 1) the pilot has visual contact with the ground and a flight visibility of at least 800 m;
- 2) the aircraft remains clear of clouds; and
- 3) timely perception of obstructions is possible.

- 4.2 Within control zones VFR flights shall only be conducted, if in addition (to the visual flight rules):

- 1) the ground visibility is at least 8 km; and
- 2) the ceiling is at a height of at least 2 000 ft above ground or water.

VFR flights

VFR flights within control zones require an air traffic clearance by the competent ATC unit.

CHAPTER 5

- 5.1.2 a) Rules for adherence to specific minimum safe heights for IFR flights over high terrain or in mountainous areas (600 m) have not yet been established.

Appendix 1

- 4.1.1 Series of green flashes — “Return for landing” has the following additional meaning: “Continue approach to land”.

- 4.2 *Additional rule.* In addition to the ground signals shown in Figures 1.2 to 1.11, the following signal is used to indicate separate aerodrome traffic circuits for power-driven aircraft and gliders:

A double cross of conspicuous colour with an arrow pointing to the right or left displayed in the signal area or at the end of the runway or strip in take-off and landing direction.

Meaning: Separate traffic circuits for power-driven aircraft and gliders. After take-off and before landing changes of direction for power-driven aircraft are permitted only in the direction of the arrow, for gliders only in opposite direction.

CHAPTER 3

- 3.2.2.2 While in flight on crossing courses, the pilot-in-command who has noticed another aircraft at the same level on the left shall descend, and the pilot-in-command of an aircraft who has noticed another aircraft on the right shall climb, so that the difference in altitude should provide the two aircraft safe separation. While carrying out the separation manoeuvre, the pilots-in-command shall not lose sight of each other.
- 3.2.5 c) Make all the turns according to the established landing approach or take-off patterns unless otherwise instructed.
- 3.6.2.4 If the weather deteriorates below VMC, unsuitable for VFR flights, the pilot-in-command of an aircraft shall:
- change to a flight level in accordance with IFR procedures if the pilot-in-command and the aircraft are authorized to operate such a flight; obtain clearance from the air traffic services controller with regard to the flight level;
 - return to the departure aerodrome or land at the nearest alternate aerodrome in case the pilot-in-command and the aircraft are not authorized to operate flights under IFR procedures.
- 3.6.5.2.1 a) Continue to operate in VMC proceeding to the destination aerodrome at the assigned VFR level. While operating flights involving crossing the Russia (State included in the AIP) state border, the pilot-in-command shall follow paragraph 4.1.8 of RAC 1-1.6;
- b) If unable to proceed to the destination aerodrome under VFR and the flight involves crossing the Russia (State included in the AIP) state border, the pilot-in-command shall return to the departure aerodrome or land at the nearest alternate aerodrome where weather conditions make it possible to land in accordance with VFR procedures.
- 3.6.5.2.2 Continue the flight to the assigned point of arrival in accordance with the flight plan. If forced to return to the aerodrome located in the direction opposite to the course, the pilot-in-command shall proceed to this aerodrome at the nearest parallel lower level. If the flight involves crossing the Russia (State included in the AIP) state border, the pilot-in-command should follow paragraph 4.1.9 of RAC 1-1.6.

CHAPTER 4

- 4.1 Visual flight rules apply within the lower airspace (up to 6 100 m) to aircraft flying at a true airspeed not exceeding 550 km/h down to the lowest safe flight level and 450 km/h below the lowest safe flight level:
- in the daytime;
 - in twilight — when flying in polar latitudes (to the north of the 60th parallel and by special permission in the other regions). The minimum meteorological conditions for VFR are given in the following table:

Terrain	Airspeed (true) km/h	VFR minimum flight conditions		
		Cloud base above the highest terrain point (m)	Visibility (m)	Vertical distance from an aircraft to the cloud base (m)
IN THE TAKE-OFF AND LANDING AREAS				
Plain	300	150	2 000	50
and	and less			
hilly	301-550	300	5 000	100
Mountainous	550	300	5 000	100
	and less			
IN THE APPROACH AREA ALONG AIRWAYS, LOCAL AIRLINES AND ESTABLISHED ROUTES				
Plain	300	150	2 000	50
and	and less			
hilly	301-550	300	5 000	100
Mountainous	550	400	5 000	100
(Height up to 2 000 m)	and less			
Mountainous (2 000 m and more)	550	700	10 000	100
	and less			
<i>Note.— In take-off and landing areas, minimum meteorological conditions shall be as in compliance with the speed of circuit flight.</i>				

4.2 Operating in compliance with VFR procedures at aerodromes located in areas controlled by ATC units, entry of aircraft into terminal areas and manoeuvring in terminal areas are subject to clearance only from ATC units.

4.4 Except when necessary for take-off or landing or when clearance has been obtained from the appropriate authorities, flights under VFR may be operated:

- a) over residential areas or open-air gatherings of people (where allowed) at altitudes from which an aircraft can, in the event of engine failure, glide away from these, however within the minimum safe altitudes indicated in the minimum safe altitude table (paragraph 4.4 b)).

When meteorological conditions make it impossible to maintain the prescribed altitude, the pilot-in-command of an aircraft shall avoid residential areas and open-air gatherings of people — as a rule on the right at a distance of at least 500 m, unless another avoidance procedure is in force:

- b) within the minimum safe altitudes cited in the following table:

True airspeed (km/h)	True safe altitude, under VFR (m)
IN THE TAKE-OFF AND LANDING AREAS	
Within 300 (circuit)	100
Above 300 (circuit)	200
<i>Note.— The zone of taking into account terrain rises and artificial obstacles in estimating safe altitude under VFR shall be 5 km on either side of the route centre line.</i>	
IN THE APPROACH AREA	
a) over plain and hilly terrain and over water:	
within 300 m	100
from 301 to 550	200
b) over mountainous terrain (up to 2 000 m):	
less than 550	300
c) over mountainous terrain (over 2 000 m):	
less than 550	600
<i>Note.— The zone of taking into account terrain rises and artificial obstacles in estimating safe altitude under VFR shall be within the width of the airway.</i>	

- 4.5 Flights under VFR at altitudes above the lower level shall be operated at levels prescribed for IFR flights within the lower airspace (up to 6 100 m).

CHAPTER 5

- 5.1.2 Except when necessary for take-off or landing or except when authorized by the appropriate authority, IFR flights shall be flown at a level which is not below the minimum safe true altitude cited in the following table:

True airspeed (km/h)	True safe altitude, under VFR (m)
IN THE TAKE-OFF AND LANDING AREAS	
Within 300 (circuit)	300
Above 300 (circuit)	300
IN THE APPROACH AREA AND ALONG AIRWAYS	
a) over plain and hilly terrain and over water:	
within 300 m	600
from 301 to 550	600
550 and above	600
b) over mountainous terrain (up to 2 000 m):	
less than 550	900
500 and above	900
c) over mountainous terrain (over 2 000 m):	
less than 550	900
500 and above	900
<i>Note.— The zone of taking into account terrain rises and artificial obstacles in calculating the lower level shall be, when flying under IFR, 25 km in width on both sides of the centre line of the airway.</i>	

Appendix 1

2.1 2) Distress and urgency signals under the given paragraphs are not used.

4)

4.1.1 Signals for aerodrome traffic under the given paragraphs are not used.

4.1.2

4.2.1

4.2.2

4.2.3

4.2.4

4.2.6

4.2.7

4.2.8

CHAPTER 4

- 4.3 VFR flights shall not be operated between sunset and sunrise.
- 4.4
- a) VFR flights shall not be operated above FL 150;
 - b) at transonic and supersonic speeds; and/or
 - c) unless authorized by the appropriate ATS authority, VFR flights are not permitted beyond 20 NM from the shoreline.
- 4.5
- a) The minimum height restriction applies to all aircraft and is to be at least 1 500 ft over congested areas. For flights over an open-air assembly of more than 1 000 persons, an aircraft may not fly over or within 3 000 ft of the assembly, except with written permission and then not below such height as would enable it to land clear of the assembly in the event of a failure of a power unit.
 - b) The requirement is expressed as not closer than 500 ft to any person, vessel, vehicle or structure — exception is made for any glider when it is hill soaring.
- 4.6 Unless otherwise indicated in ATC clearances, VFR flights are advised to adopt the table of cruising levels for IFR flights as specified in Appendix 3 to Annex 2.

CHAPTER 5

- 5.1.2 a) There is no mandatory requirement for an aircraft to maintain a minimum flight altitude of 2 000 ft above high terrain or mountainous areas.
-

CHAPTER 3

3.2.2.3 d) *Additional provision.* Formations of more than two aircraft also have priority.

3.6.5.1 An aircraft operated as a controlled flight must establish direct two-way communication with the unit concerned and then maintain listening watch.

CHAPTER 4

4.7 The value followed is the higher of the following two levels:

900 m (3 000 ft) above mean sea level; or
300 m (1 000 ft) above the ground.

4.9 In this case, a VFR flight must establish two-way communication with the unit concerned and then maintain listening watch.

Additional provision. A VFR flight must be equipped with radiocommunication and radio navigation equipment when it loses sight of the ground or water.

CHAPTER 5

5.3.2 An IFR flight, whether controlled or not, must establish two-way communication with the unit concerned and then maintain listening watch.

Additional provision. Outside controlled airspace, an IFR flight cannot fly below the higher of the following two levels:

900 m (3 000 ft) above mean sea level; or
300 m (1 000 ft) above the surface.

except when necessary for take-off, landing and related manoeuvres.

Below this level:

- if an instrument approach procedure is published for the aerodrome used, the aircraft must comply with it unless it is flying in VMC and the pilot decides to make a visual approach.
- in the absence of a published instrument approach or departure procedure, the aircraft must continue in VMC.

CHAPTER 2

General

Additional rule:

Air displays. Arrangement of air displays — open to the public — shall be carried out with due regard to the provisions regarding air displays published in BSL D 4-3.

2.2, Note 2

A specific reference is made to “bilag II” (appendix to BSL F1) which contains and at any time will contain elements of the ATS airspace classes implemented in Norwegian FIRs and thus the limitations regarding applicable flight rules.

2.5

No person shall serve as a crew member when under the influence of intoxicating liquor or other stimuli or narcotics or when he, as a result of illness or fatigue or for other reason, is unable to perform his duties safely. In any event a person is considered to be under the influence of alcohol, as far as the law is concerned, when the alcohol concentration in the blood is in excess of 0.4 per million or the amount of alcohol in the body is large enough to lead to 0.4 per million. Error regarding the extent of alcohol concentration in the blood shall not exclude liability for punishment.

A person having served as a crew member shall not, during the first six hours after completing a tour of duty, consume alcohol or other stimuli if he knows or suspects that police investigation concerning his duties as a crew member is pending, except if a blood test has already been taken or the police authorities have decided that such test is unnecessary. When there is reason to believe that the above regulations have been violated, the police authorities may order a medical examination, which may include a blood test, of the person responsible for the violation.

The appropriate department will issue detailed regulations dealing with such examination and matters related thereto.

CHAPTER 3

General

Additional rule:

Glider flying. Glider flying shall be carried out in accordance with the following provisions:

- a) “Provision regarding the use of gliders”, or if appropriate “provision regarding the use of motor gliders”.
- b) “Provision regarding glider flying within controlled airspace, at aerodromes where AFIS is provided and the reporting of glider flying activity”.

Flight with manned free balloons

The operation of manned free balloons shall be in accordance with “provision regarding flight with manned free balloons”.

Take-off

An aircraft shall not take off until the pilot-in-command has ascertained that no risk of collision will exist between his aircraft and other aircraft or obstructions.

3.1.2

Additional rule. The exception regarding minimum heights relevant to aircraft taking off or landing is also specifically made applicable to aircraft performing practice approaches (without landing).

- 3.1.4 The Civil Aviation Administration may authorize exemptions from the rule. In addition, dropping of provisions and equipment to persons in distress, of ballast in the form of water or fine sand, of water and other extinguishing agents for fire fighting purposes and of fuel from aircraft for reasons of safety, is authorized without special permission.
- 3.1.7
- a) No aircraft shall be flown acrobatically over or near congested areas of cities or settlements, open-air assemblies of persons, trafficked harbours or surface craft.
 - b) No aircraft shall be flown acrobatically within controlled airspace except as authorized by the appropriate air traffic control unit.
 - c) Acrobatic flight shall be conducted in a manner that will not endanger other traffic.
 - d) When performed, acrobatic flight shall be conducted at a height of 600 m or more above the highest obstacle within a radius of 1.5 km horizontally from the aircraft, which at all times during such manoeuvres shall maintain VMC. The Civil Aviation Administration may authorize exemptions from this rule.
- 3.1.8 c) *Additional rule.* Subject to operational requirements, the maximum lateral or horizontal distances to be kept by a formation (1 km/100 ft) — corresponding to those in Annex 2 — may, in accordance with BSL F 1-3, para. 3.1.9 b) iv) be increased, provided a clearance has been obtained from the appropriate ATS unit. In such cases, the required separation minimum with respect to other traffic will be increased accordingly.
- 3.2.3 The provisions regarding lights to be displayed by aircraft are not applicable to gliders and manned free balloons which between sunset and sunrise are required to display lights specified in “Provision regarding operation of aircraft” containing *inter alia* separate specifications as to exterior lights relevant to gliders and manned free balloons.
- 3.2.5 c) *Additional rule.* At aerodromes where AFIS is provided, aircraft approaching for landing or after take-off are permitted to make turns to the right provided other traffic is not endangered, and the AFIS unit has been properly informed.
- 3.2.6 Unless otherwise prescribed, water operations shall be conducted in accordance with provisions which include “International Regulations for Preventing Collisions at Sea” and special regulations regarding inland water operations in Norway.
- Additional rule.* When a flight plan has been submitted for a flight involving departure from an aerodrome where ATS is not provided, a departure message shall be transmitted to ATS by the most expeditious means. Departure may be brought to the attention of ATS by one of the following means:
- by telephone from a person on the ground as arranged between the pilot-in-command and the person involved;
 - a statement by the pilot-in-command to the ATS that EOBT shall be considered as ATD;
 - by giving the time, considered to be ATD, to ATS on the telephone immediately prior to taxiing out for take-off.
- The flight plan will not be activated unless the above procedures have been complied with.
- 3.3.1.2, Note The corresponding note specifically refers to VFR flights in class D airspace as flights for which limited flight plan information is sufficient if a minor part of the flight is affecting class D airspace. If the intention by any flight is to obtain alerting and rescue service, the submission of a complete flight plan is required.

- 3.3.1.4 The time limit set for the submission of flight plan information to obtain a clearance is not applicable to VFR flights intending to operate a minor part of the flight within class D airspace. The information shall, however, be submitted in “due time”.
- 3.3.5.3 *Additional rule.* If an arrival report is not considered to reach the appropriate ATS unit within 30 minutes after the estimated time of arrival, item 18 in the flight plan shall contain the latest time at which an arrival report can be expected.
- 3.6.1.1 In a separate note it is *inter alia* clarified that the issuance of clearances to VFR flights in class D airspace depends on the amount of traffic in the airspace involved and the ability of the appropriate ATC unit to provide its services in a proper manner.
- 3.6.5.2 BSL F 1-3 contains a reference to “provision regarding communication procedures” — based on relevant parts of Annex 10, Vol. II. A supplement to the procedures is published in AIP Norway, part RAC.
- Additional rule.* A speed limit of 250 kt IAS is imposed on IFR and VFR flights below FL 100 in classes D, E and G airspace unless exemptions have been made by the Civil Aviation Administration or in isolated cases by the appropriate ATC unit for flights operating in a CTR/TMA.
- Note.— The speed limit corresponds in general to the standard regarding airspace classification of Annex 11, but as a rule directed to pilots it has been found appropriate to include it in the Norwegian “Rules of the Air”.*

CHAPTER 4

- 4.1 In class G airspace at and below 300 m above the terrain, flights at speeds not exceeding 140 kt IAS may operate with a flight visibility of not less than 3 km or not less than 1.5 km when the flight is conducted in an aerodrome traffic circuit and the pilot has the aerodrome in sight.
- Helicopters may, in the same airspace, operate with a flight visibility of not less than 800 m, provided the speed will allow other aircraft or obstructions to be observed and collision avoided.
- 4.2 A ground visibility and ceiling of 5 km/450 m is required at the aerodrome when flights are to operate in accordance with the visual flight rules within any part of the control zone unless a clearance to operate as a special VFR flight has been obtained.
- Additional rule.* A clearance to operate as a special VFR flight if the ground visibility or the flight visibility is less than 3 km may not be obtained except as follows:
- Aeroplanes at speeds not exceeding 140 kt IAS which intend to conduct the whole flight within the control zone or to enter the control zone and land within the control zone may be cleared to operate as special VFR flights provided the ground visibility and the flight visibility are not less than 1.5 km.
 - Helicopters at speeds that will allow the pilot to observe obstructions and avoid collision may be cleared to operate as special VFR flights provided the ground visibility and flight visibility are not less than 800 m.
- 4.3 During the period between the end of evening civil twilight and the beginning of morning civil twilight all flights within controlled airspace shall be conducted in accordance with the instrument flight rules. Special authorization to operate in accordance with the visual flight rules may, however, be obtained from the Civil Aviation Administration or from the appropriate ATC unit.

- 4.4 a) The level above which flights in general are not allowed to operate in accordance with the visual flight rules is FL 195.
- b) The corresponding provision contains a note which, since supersonic flight over Norwegian territory is generally prohibited, limits the applicability of the rule to cases when permission to conduct such flights exceptionally has been granted.

Additional rule. For flights authorized to operate as VFR flights above FL 195, the requirements for flight visibility and distances from clouds are 8 km and 1.5 km horizontally/300 m vertically (applicable if class A airspace is affected).

- 4.6 The corresponding rule additionally provides for exceptions from the minimum levels to be flown when flights are conducted by helicopters in accordance with the “provisions regarding commercial air transport with helicopters”. The notification with respect to 3.1.2 is also applicable to 4.5.
- b) Gliders performing slope soaring are authorized to operate down to a level of not less than 50 m above ground or water provided this will not constitute a violation of the rule corresponding to Annex 2, 3.1.1.
- 4.8 a) The corresponding paragraph refers to and will at any time only refer to airspace classes established in Norwegian FIRs as promulgated in AIP Norway or by NOTAM.

Additional rules

A clearance to operate as a VFR flight in class D airspace established as a TMA, *outside* the published hours of service of the ATC unit normally providing service within the airspace, may be obtained from the appropriate ACC which may make exemptions from the provisions corresponding to Annex 2, 3.6, and specify conditions to be complied with.

No clearance is required to operate as a VFR flight in class D airspace established as a CTR *outside* the published hours of service of the ATC unit responsible for providing service in the CTR. Flights are, however, in such period required to maintain a listening watch on the control frequency. Should communication indicate that the control unit is functioning (hours of service may have been extended), the provisions corresponding to Annex 2, 3.6 apply.

Flights are, however, not permitted to use (take off or land at) state-owned controlled aerodromes unless ATC is provided, and not to operate within a control zone between the end of evening civil twilight and the beginning of morning civil twilight without having obtained a clearance.

When in class D airspace (CTR/TMA) procedures in the form of “VFR Routes Light Aircraft” (aircraft with a maximum take-off weight not exceeding 3 000 kg) or “VFR Routes Helicopter” have been promulgated in AIP Norway or in AIP SUP, such procedures shall be used for flight planning purposes by flights into and out from the aerodrome and, when convenient, if transiting the airspace. The clearance being issued will normally only specify reporting point(s) to identify the route. The procedures, including altitude limitations, holding points/procedures and light signals in case of communication failure (flashing green to indicate that the aerodrome traffic circuit should be entered) shall, however, be complied with.

CHAPTER 5

- 5.1.2 The corresponding rule states that when no minimum flight altitude has been established, the aircraft shall:
- not be flown below 300 m above the highest obstacle within a radius of 10 NM from the estimated position of the aircraft when the height of the obstacle does *not exceed* 1 850 m above MSL;
 - not be flown below 600 m above the highest obstacle within a radius of 10 NM from the estimated position of the aircraft when the height of the obstacle *exceeds* 1 850 m above MSL.

Additional rule. The notification with respect to 3.1.2 is also applicable to 5.1.2.

Additional rule. ATC service in a TMA, outside the published hours of service of the ATC unit normally providing service in the airspace, will be provided by the appropriate ACC.

Appendix 1

4.2 Visual ground signals in 4.2.1, 4.2.2, 4.2.3, 4.2.5.2 and 4.2.8 are not included in Norwegian rules.

4.2.5.1 A note related to the corresponding paragraph limits the use of a landing-T to aerodromes where ATC is provided on a 24-hour basis and to aerodromes not providing ATC on a 24-hour basis when the use of the aerodrome outside the hours of service of the ATC unit is prohibited.

Additional appendix

In an additional appendix to the “Rules of the Air”, elements of the air traffic services airspace classes A, D, E and G have been included, basically extracted from relevant parts of Annex 11 (2.6 and Appendix 4). Differences and information relevant to the various classes are as follows:

Class A: Class A airspace will change character when authorizations to operate as VFR flights above FL 195 (Annex 2, 4.4 a) refers) affect class A airspace. Information regarding such authorization is promulgated in AIP Norway or by NOTAM.

Class D and E: Class D and E airspace will change character in the period between the end of evening civil twilight and the beginning of morning civil twilight as flights, authorized to operate in accordance with the visual flight rules during that period in class D and E airspace, are separated from IFR flights.

Class D: The services provided to VFR flights in class D airspace are stated to be “Air traffic control service and traffic information about IFR and VFR flights”. “Traffic avoidance advice” is, however, not provided to IFR or VFR flights.

Class G: IFR flights in class G airspace are *not* required to establish two-way radio communication with ATS except that communication shall be established with the appropriate AFIS unit when operating within a traffic information zone (TIZ) or a traffic information area (TIA) (airspace where AFIS is provided).

VFR flights operating within TIZ or TIA are required to establish two-way radio communication with the appropriate AFIS unit.

A separate provision regarding the establishment of radio communication for flights operating in TIZ and TIA has been established (AIP Norway, part RAC refers).

CHAPTER 3

- 3.3.1 Flight plans: Operators of flights in Oman who do not need to file a flight plan are required to “Book Out” by notifying the ATSU concerned, of:
- a) aircraft call sign (and registration, if different);
 - b) ETD; and
 - c) destination.

CHAPTER 4

- 4.4 No VFR flights above FL 150.
- 4.6 a) VFR flights: VFR flights need not file a flight plan to comply with the requirement of paragraph 3.6.1.1, unless such a requirement already exists elsewhere, but must comply with ATC instructions in all other respects.
-

CHAPTER 3

3.2.5 *Additional provision.* When approaching an aerodrome where AFIS is provided, the pilot of an aircraft equipped with a radio shall, on appropriate frequency (assigned for a particular aerodrome or, if no frequency is assigned, on a frequency published for general aviation flights), report:

- a) when entering the aerodrome information zone – aircraft position;
- b) intended position for joining into an aerodrome traffic circuit;
- c) additional information (if required);
- d) final; and
- e) runway vacation.

When departing from an aerodrome where AFIS is provided, the pilot shall report:

- a) when the aircraft is ready for taxi;
- b) when the aircraft is reaching the holding point;
- c) runway lining up;
- d) take-off;
- e) leaving the aerodrome traffic circuit; and
- f) leaving the aerodrome information zone.

Pilots shall use the above information to prevent a potential collision.

3.6.5.2.2 a) The pilot, having acknowledged a clearance to climb to a level other than the one specified in the current flight plan for en-route phase (intermediate clearance), in case of two-way communication failure, shall, after reaching the last assigned and acknowledged level or minimum flight altitude, if higher, maintain this level for a period of 3 minutes and then climb to a cruising level according to current flight plan; if no cruising level was assigned in the current flight plan, the pilot shall, after this period of time, climb to a cruising level in accordance with the filed flight plan.

Note.— If a time or geographical limit relating to levels was specified in the flight clearance, the pilot shall proceed in accordance with the clearance.

CHAPTER 4

4.7 Except where otherwise indicated in air traffic control clearances or specified by the Aviation Authority of the Slovak Republic, VFR flights in level cruising flight, except for gliders, hang gliders, paragliders and manned balloons, when operated above 5 000 ft (1 500 m) MSL or 1 000 ft (300 m) from the ground or water, if higher, as 5 000 ft MSL, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels in Appendix 3.

General The differences indicated in AIP Sweden, Section RAC 1, will continue to exist.

CHAPTER 3

- 3.1.8 Not applied. Implementation into Swedish Rules of the Air delayed; compliance expected in late 1998 or early 1999.
- 3.2.1 *Additional provision.* Aircraft shall not be flown in formation except by pre-arrangement.
- 3.6.5.2.2 a) Not applied. Implementation into Swedish Rules of the Air delayed; compliance expected in late 1998 or early 1999.

CHAPTER 4

- 4.5 Not applied. Reduced vertical separation above FL 290 not yet implemented in Swedish airspace.

Appendix 3

- a) Not applied. Reduced vertical separation above FL 290 not yet implemented in Swedish airspace.
-

CHAPTER 3

3.1.8 Ordinance 59-201: Article 61

Formation flights are permitted only under conditions set for visual flight and providing there is prior agreement between the pilots-in-command.

CHAPTER 5

5.1.2 Ordinance 59-201: Article 93

Except for during take-off and landing or when permission from the air traffic control service has been provided, instrument flights shall not operate at a height less than 450 m above the highest obstacle situated within a radius of 8 km around the estimated position of the aircraft.

CHAPTER 1

Definitions *Controlled aerodrome.* The United Kingdom does not use this term but lists in the AIP those aerodromes at which air traffic control service is provided.

Special VFR flight. In the United Kingdom, this means a flight at any time in a control zone which is Class A airspace or in any other control zone in IMC or at night in respect of which the appropriate air traffic control unit has given permission for the flight to be made in accordance with special instructions given by that unit instead of in accordance with the instrument flight rules and in the course of which flight the aircraft complies with any instructions given by that unit and remains clear of cloud in sight of the surface.

CHAPTER 3

3.1.2 The minimum height for aircraft other than a helicopter over congested areas shall be: either 1 500 ft above the highest fixed object within 2 000 ft of the aircraft; or such height as would enable the aircraft to alight clear of the congested areas and without danger to persons or property in the event of failure of a power unit, whichever is the higher. A helicopter shall not fly below such a height as would enable it to alight without danger to persons or property in the event of failure of a power unit.

An aircraft shall not fly over, or within 3 000 ft of, an open-air assembly of more than 1 000 persons except with written permission, and then not below such height as would enable it to alight clear of the assembly in the event of the failure of a power unit.

3.2.3.1 a) The United Kingdom does not require the carriage or display of anti-collision lights by aircraft other than heavier-than-air, mechanically driven aircraft (i.e. flying machines) having a maximum total weight authorized in excess of 5 700 kg or any other flying machine registered in the United Kingdom which conforms to a type first issued with a type certificate on or after 1 April 1988.

3.2.3.2 a), b) and c) Whilst United Kingdom legislative requirements are substantially the same, they apply only in respect of flying machines.

3.2.3.2 d)
3.2.3.4 b) The United Kingdom legislative allows for a helicopter to which Article 27 of the Air Navigation Order applies, when stationary on an off-shore installation, to switch off such an anti-collision light in accordance with a procedure contained in the operations manual of the helicopter as a signal to ground personnel that it is safe to approach the helicopter for the purpose of an embarkation or disembarkation of passengers or the loading or unloading of cargo.

3.3.1.2 b) Flight plans are not required for aircraft flying within Advisory Airspace unless they intend to participate in the Advisory Service.

c) For a flight of more than 10 miles from the coast or over sparsely populated or mountainous areas, particularly if the aircraft is not equipped with radio, it is advisable to file a flight plan to facilitate the provision of alerting and search and rescue. A flight plan may be filed for any flight if the pilot so wishes.

- 3.3.5.3 The United Kingdom requires a pilot flying to a destination without ATS or an AFTN facility, prior to departure, to notify a responsible person at the destination of his ETA. The responsible person will inform the Parent ATSU if the aircraft fails to arrive within 30 minutes of the ETA. In the event that a pilot is unable to find a responsible person at his destination, he may request his Parent ATSU to act in this capacity. Should this occur, the pilot is required to inform the Parent ATSU within 30 minutes of arrival at destination.
- 3.3.5.4

The United Kingdom procedure ensures that prompt alerting and overdue action is initiated.

- 3.6.5.2 Aircraft experiencing communications failure in North Atlantic of UK airspace should proceed in accordance with Radio Fail procedures specified in the relevant Regional Supplementary Procedures contained in Doc 7030.

CHAPTER 4

- 4.1 Table The United Kingdom conforms to the ICAO table of VMC minima except as follows:
- a) additionally, in Class C, D and E airspace, VFR flight is allowed by aircraft, other than helicopters, at or below 3 000 ft AMSL at a speed of 140 kt or less, which remain clear of cloud and in sight of the surface and in flight visibility of at least 5 km. Helicopters may fly VFR in Class C, D or E airspace at or below 3 000 ft AMSL provided that they remain clear of cloud and in sight of the surface.
 - b) In Class F and G airspace, the VMC minima at and below FL 100 apply down to the surface (instead of down to 3 000 ft) with the minima at and below 3 000 ft as an alternative. The proviso “or 300 above terrain whichever is the higher” does not apply in the United Kingdom.
- 4.2 The United Kingdom does not permit VFR flights in certain control areas and control zones as notified in the AIP.
- 4.4 a) VFR flight is permitted above FL 200 except in certain areas and control zones as notified in the AIP where VFR flight is permitted.
- 4.6 a) The relevant restrictions concerning minimum flying height over congested areas apply to all flights, whether under VFR or IFR and in all meteorological conditions.
- b) The requirement applies to all flights and is expressed as: “not closer than 500 ft to any person, vessel, vehicle or structure”. Exception is made for any captive balloon or kite, or for any glider while it is hill-soaring.
- 4.7 It is not mandatory in the United Kingdom for VFR flights to adopt any particular cruising level system. Such flights are advised to adopt the table of cruising levels for IFR flights as given at 5.3.1 below.
- In those parts of controlled airspace where VFR flight is permitted, such flights are not required to adopt any particular cruising level system.
- 4.8 c) A special VFR clearance may be requested without submission of a flight plan. Brief details of the proposed flight should be passed to the appropriate air traffic control unit.

CHAPTER 5

- 5.1.2 a) The United Kingdom has no statutory requirements relating specifically to minimum IFR altitude when operating over high terrain or mountainous territory.
- b) The United Kingdom regulations require that an aircraft operating under IFR shall not fly at a height less than 1 000 ft (300 m) above the highest obstacle within distance of 5 NM (9.25 km); except that the regulations do not apply to an aircraft operating under IFR and flying at an altitude not exceeding 3 000 ft (900 m) if that aircraft is clear of cloud and in sight of the surface.
- 5.3.1 IFR flights operating in level cruising flight above 3 000 ft above mean sea level outside controlled airspace in the United Kingdom will use Table I if flying below 24 500 ft or Table II if flying above 24 500 ft.

Table I — Flights at levels below 24 500 ft

<i>Magnetic track °</i>	<i>Cruising level</i>
less than 090°	Odd thousands of feet
090° but less than 180°	Odd thousands of feet plus 500 ft
180° but less than 270°	Even thousands of feet
270° but less than 360°	Even thousands of feet plus 500 ft

Table II — Flights at levels above 24 500 ft

<i>Magnetic track °</i>	<i>Cruising level</i>
less than 180°	25 000 ft
	27 000 ft
	29 000 ft
	33 000 ft
	and above at intervals of 4 000 ft
180° but less than 360°	26 000 ft
	28 000 ft
	31 000 ft
	35 000 ft
	and above at intervals of 4 000 ft

Note.— 24 500 ft is the plane of division between Tables I and II and is not available as a cruising level.

Appendix 1

- 3 Visual signals used to warn an unauthorized aircraft flying in, or about to enter, restricted, prohibited or danger areas are not utilized by the United Kingdom.

- Appendix 3** See difference for 5.3.1 above.

Attachment A

- 2.3 f) Not all United Kingdom interception aircraft and interception control units have the capability to communicate on 121.5 MHz. Where an intercept control unit does not have such a capability, use would be made of direct communications between that unit and another air traffic control unit which did have a 121.5 MHz capability. This would ensure that the establishment of communications on 121.5 MHz was not jeopardized.
-

CHAPTER 1 Special VFR flight. Add “or at night” to the definition.

CHAPTER 4

4.4 a) VFR flights shall not be operated above FL 150;

4.7 VFR flights in level cruising flight, when operated above 300 m (1 000 ft) from the ground or water, shall be conducted at a flight level appropriate to the track as specified in the table of cruising levels in Appendix 3.

CHAPTER 1

Definitions *Aerodrome control.* In the United States, an “aerodrome control facility” is referred to as a “tower” or “airport traffic control tower”; “aerodrome control” is referred to as “airport traffic control service”.

Airborne collision avoidance. United States uses “traffic collision avoidance system (TCAS)”.

Air-taxiing. This term is not used. The United States uses the terms “hover taxi” for this manoeuvre above 100 ft above ground level (AGL) and “air taxi” below 100 ft AGL.

Area control centre. The United States equivalent facility for an area control centre (ACC) is an air route traffic control centre (ARTCC).

Area control service. The United States does not use the term “area control service” to indicate controlled flight in controlled areas.

ATS route. In the United States domestic airspace, the term ATS route is not used. Routes in the United States include VOR airways, jet routes, substitute routes, and off-airway routes. The United States also uses standard instrument departures (SIDs) and standard instrument arrivals (STARs).

Controlled airspace. The United States terms for controlled airspace have different parameters than for ICAO.

Cruising level. The United States uses “cruising altitude” rather than “cruising level”. The term “level” is not used to mean “height”, “altitude” or “flight level” in the United States.

Estimated off-block time. The United States uses the term “estimated departure time” for domestic operations.

Flight information centre. The United States does not operate flight information centres (FICs). The services provided by FICs are performed by air traffic control (ATC) facilities, automated flight service stations (AFSSs), and rescue coordination centers (RCCs).

Instrument and visual meteorological conditions. United States ATS units use the phrase “IFR conditions” and “VFR conditions”.

Level. The United States uses altitude or flight level rather than “level”. The term “level” is not used to mean “height”, “altitude” or “flight level” in the U.S.

Movement area. In the United States, the term “movement area” means “the runways, taxiways, and other areas of an airport/heliport which are utilized for taxiing, hover taxiing, air taxiing, take-off, and landing of aircraft, exclusive of loading ramps and parking areas. At those airport/heliports with a tower, specific approval for entry onto the movement area must be obtained from ATC.”

The United States does not use an all-inclusive term to denote the movement area plus loading ramps and parking areas of an airport, nor does the United States use the term “manoeuvring area” in any related context.

Repetitive flight plan (RPL). The United States uses the term “stored flight plan” for domestic operations.

Terminal control area. In the United States, the term “terminal control area” has been replaced by “Class B airspace/area”. Standard IFR services are provided to IFR aircraft operating in Class B airspace.

Total estimated elapsed time. The United States uses the term “estimated time en route” for domestic operations.

Transition altitude. In the United States domestic airspace, transition altitude, layer and level are not used; however, flight levels begin at FL 180 where the reference datum of 29.92 inches of mercury is used as the constant atmospheric pressure. Below FL 180, altitudes are based on barometric pressure readings. QNH and QFE altimeter settings are not provided in domestic U.S. airspace.

Additional definition:

Airport traffic area. Airspace within a horizontal radius of 5 statute miles from the geographical centre of any airport at which a control tower is operating, extending from the surface up to, but not including, 3 000 ft above the elevation of the airport.

CHAPTER 2

- 2.2 See difference under “Movement area”.
- 2.5 A pilot is not permitted to transport any passenger who is obviously under the influence of intoxicating liquor or drug, except a medical patient under proper care, or in the case of an emergency.

CHAPTER 3

- 3.1.8 In addition, aircraft shall not be flown in formation flight when passengers are carried for hire.
- 3.2, Note See difference under “Movement area”.
- 3.2.2.6 See difference under “Movement area”.
- 3.2.3.2 d) The United States national regulations do not require aircraft on the movement area of an aerodrome, whose engines are running, to display lights which indicate that fact from sunset to sunrise.
- 3.2.5 Unless otherwise authorized or required by ATC, no person may operate an aircraft within an airport traffic area except for the purpose of landing at, or taking off from, an airport within that area.
- In addition, no person may, within an airport traffic area, operate an aircraft to, from, or on an airport having a control tower operated by the United States unless two-way radiocommunications are maintained between that aircraft and the control tower.
- 3.3.1.2 In the United States, ATC flight plans are not required for VFR flight in Class C, D, or E airspace.
- d) Requirements pertaining to filing flight plans for flights operating across United States borders and for identification purposes are prescribed in Part 91 (Section 91.84) and Part 99 of the Federal Aviation Regulations.
- 3.3.1.4 The United States requires that domestic flight plans be submitted at least thirty minutes before departure. For international flights, the United States recommends that they be transmitted so that they are received by ATC authorities in each FIR to be entered, at least two hours prior to entry, unless otherwise provided in that State's requirements.
- 3.6.1 Air traffic control clearances are not needed for VFR flight in United States Class C, D, or E airspace.

- 3.6.5.2.2 In the event of two-way communications failure in the United States, ATC service is predicated on pilot compliance with the provisions of 14 CFR 91.185. If the failure occurs in IMC, or if VFR cannot be complied with, each pilot is to continue the flight according to the following:

Route

- a) by the route assigned in the last ATC clearance received;
- b) if being radar vectored, by the direct route from the point of failure to the fix, route, or airway specific in the vector clearance;
- c) in the absence of an assigned route, by the route that ATC has advised may be expected in a further clearance; or
- d) in the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.

Altitude

At the **highest** of the following altitudes or flight levels **for the route segment being flown**:

- a) the altitude or flight level assigned in the last ATC clearance received;
- b) the minimum altitude/flight level as prescribed for IFR operations; or
- c) the altitude or flight level ATC has advised may be expected in a further clearance.

CHAPTER 4

- 4.1 Except as otherwise authorized by the appropriate air traffic control unit, for special VFR flights within control zones, no person may operate an aircraft under VFR when the flight visibility is less, or at a distance from clouds that is less, than that prescribed for the corresponding altitude in the following table:

Altitude	Flight visibility	Distance from cloud
1 200 ft or less above the surface (regardless of MSL altitude):		
a) within controlled airspace	3 statute miles	500 ft below 1 000 ft above 2 000 ft horizontal
b) outside controlled airspace	1 statute mile*	Clear of cloud
More than 1 200 ft above the surface but less than 10 000 ft MSL:		
a) within controlled airspace	3 statute miles	500 ft below 1 000 ft above 2 000 ft horizontal
b) outside controlled airspace	1 statute mile	500 ft below 1 000 ft above 2 000 ft horizontal
More than 1 200 ft above the surface and at or above 10 000 ft MSL	5 statute miles	1 000 ft vertical 1 mile horizontal

* When the visibility is less than one mile, a helicopter may be operated outside controlled airspace at 1 200 ft or less above the surface if operated at a speed that allows the pilot adequate opportunity to see any air traffic or other obstruction in time to avoid a collision.

In the United States, Class B, C and D airspace/areas, the flight visibility requirement is 3 statute miles (SM). For U.S. Class C and D airspace and Class E airspace below 10 000 ft, the distance from clouds minima are 500 ft below, 1 000 ft above, and 2 000 ft horizontal. Above 10 000 ft in Class E airspace, the distance from clouds minima are 1 000 ft below, 1 000 ft above, and 1 SM horizontal.

There is no Class F airspace in the United States.

For Class G airspace less than 10 000 ft during daylight, CFR criteria are clear of clouds and 1 SM flight visibility. During the nighttime, flight visibility is 3 SM and distance from cloud minima are 500 ft below, 1 000 ft above, and 2 000 ft horizontal. Above 10 000 ft, flight visibility is 5 SM and distance from cloud criteria is 1 000 ft below, 1 000 ft above and 1 SM horizontal.

- 4.2 In the United States, no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1 000 ft. No person may take off or land an aircraft (other than a helicopter) under special VFR (SVFR) unless ground visibility is at least 1 SM or if ground visibility is not reported, unless flight visibility is at least 1 SM.
- a) Except as otherwise authorized by the appropriate air traffic control unit, for special VFR flight within control zones:
- 1) no person may operate an aircraft under VFR, within a control zone, beneath the ceiling when the ceiling is less than 1 000 ft;
 - 2) no person may take off or land an aircraft, or enter the traffic pattern of an airport, under VFR, within a control zone unless the ground visibility at that airport is at least 3 statute miles.
- b) When an appropriate ATC clearance has been received, the following weather minima apply to the operation of an aircraft in a control zone under VFR:
- 1) no person may operate an aircraft in a control zone under VFR except clear of clouds;
 - 2) no person may operate an aircraft (other than a helicopter) in a control zone under VFR unless flight visibility is at least 1 statute mile; and
 - 3) no person may take off or land an aircraft (other than a helicopter) in a control zone under VFR unless ground visibility is at least 1 statute mile.
- 4.3 The United States does not prohibit VFR flight between sunset and sunrise.
- 4.4 In the United States, only in Class B airspace area is an ATC clearance needed for VFR flight.
- a) VFR flight is not permitted within positive control areas designated in FAR Part 71, unless otherwise authorized by ATC.
- 4.7 Grid tracks are not used to determine cruising altitudes in polar areas. True tracks are used to determine cruising levels above FL 230 in the area north of Alaska bounded by the true North Pole to 72-00-00N, 141-00-00W to 72-00-00N, 158-00-00W to 68-00-00N, 168-58-23W to point of beginning. The United States has named this area the Anchorage Arctic CTA/FIR for national reference purposes.
- 4.8 In the United States, Class C and D airspace/areas, an ATC clearance is not required for VFR flights.

CHAPTER 5

5.1.2 In the United States, minimum altitudes for IFR flights are 2 000 ft above the highest obstacle within a horizontal distance of 4 nautical miles (NM) from the course to be flown in mountainous terrain and 1 000 ft above the highest obstacle within a horizontal distance of 4 NM from the course to be flown in non-mountainous terrain.

5.2.2 and 5.3.1 Grid tracks are not used to determine cruising altitudes in polar areas. True tracks are used to determine cruising levels above FL 230 in the area north of Alaska bounded by the true North Pole to 72-00-00N, 141-00W to 72-00-00N, 158-00-00W to 68-00-00N, 168-58-23W to point of beginning. The United States has named this area the Anchorage Arctic CTA/FIR for national reference purposes.

Further differences which exist by virtue of the fact that the Annex contains no comparable standards for the undermentioned national regulations:

- 1) The regulations covering the selection and use of alternate airports in respect to ceiling and visibility minima require that:

IFR Alternate Airport Weather Minima:

Unless otherwise authorized by the Administrator, no person may include an alternate airport in an IFR flight plan unless current weather forecasts indicate that, at the estimated time of arrival at the alternate airport, the ceiling and visibility at that airport will be at or above the alternate airport weather minima prescribed for the airport on the Approach and Landing Chart, or if no minima are so prescribed the ceiling and visibility at the airport will allow descent from the IFR minimum en-route altitude, approach and landing in basic VFR weather conditions for controlled airspace outside of the continental control area.

- 2) Operation under IFR in controlled airspace; malfunction reports:
 - a) The pilot-in-command of each aircraft operated in controlled airspace under IFR shall report immediately to ATC any of the following malfunctions of equipment occurring in flight:
 - 1) loss of VOR, TACAN, ADF, or low frequency navigation receiver capability;
 - 2) complete or partial loss of ILS receiver capability;
 - 3) impairment of air/ground communications capability.
 - b) In each report required by a) of this section, the pilot-in-command shall include the:
 - 1) aircraft identification;
 - 2) equipment affected;
 - 3) degree to which the capability of the pilot to operate under IFR in the ATC system is impaired; and
 - 4) nature and extent of assistance desired from ATC.
- 3) A pilot who has been assigned "VFR conditions on top" by ATC shall maintain an appropriate altitude or flight level prescribed for aircraft operating under the visual flight rules.
- 4) Aircraft speed:
 - a) Unless otherwise authorized by the Administrator, no person may operate an aircraft below 10 000 ft MSL at an indicated airspeed of more than 250 kt (288 mph).
 - b) Unless otherwise authorized or required by ATC, no person may operate an aircraft within an airport traffic area at an indicated airspeed of more than:
 - 1) in the case of a reciprocating engine aircraft, 156 kt (180 mph); or

- 2) in the case of a turbine-powered aircraft, 200 kt (230 mph).

However, if the minimum safe airspeed for any particular operation is greater than the maximum speed prescribed in this section, the aircraft may be operated at that minimum speed.

- 5) Operating rules and pilot and equipment requirements for flight in terminal control areas require that:

- a) Group I terminal control areas:

- 1) *Operating rules.* No person may operate an aircraft within a Group I terminal control area designated in Part 71 of the Federal Aviation Regulations except in compliance with the following rules:

- i) no person may operate an aircraft within a Group I terminal control area unless he has received an appropriate authorization from ATC prior to the operation of that aircraft in that area;
- ii) unless otherwise authorized by ATC, each person operating a large turbine engine powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the terminal control area.

- 2) *Pilot requirements.* The pilot-in-command of a civil aircraft may not land or take off in that aircraft from an airport within a Group I terminal control area unless he holds at least a private pilot certificate.

- 3) *Equipment requirements.* Unless otherwise authorized by ATC in the case of in-flight failure, no person may operate an aircraft within a Group I terminal control area unless that aircraft is equipped with:

- i) an operable VOR or TACAN receiver (except in the case of helicopters);
- ii) an operable two-way radio capable of communicating with ATC on appropriate frequencies for that terminal control area;
- iii) an operable radar beacon transponder having at least a Mode 3/A 4096-code capability, replying to Mode 3/A interrogations with the code specified by ATC, and automatic altitude reporting equipment having a Mode C capability that automatically replies to Mode C interrogations by transmitting pressure altitude information in 100-foot increments.

- b) Group II terminal control areas:

- 1) *Operating rules.* No person may operate an aircraft within a Group II terminal control area designated in Part 71 of the Federal Aviation Regulations except in compliance with the following rules:

- i) no person may operate an aircraft within a Group II terminal control area unless he has received an appropriate authorization from ATC prior to the operation of that aircraft in that area;
- ii) unless otherwise authorized by ATC, each person operating a large turbine engine powered airplane to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the terminal control area.

- 2) *Equipment requirements.* Unless otherwise authorized by ATC in the case of in-flight failure, no person may operate an aircraft within a Group II terminal control area unless that aircraft is equipped with:

- i) an operable VOR or TACAN receiver (except in the case of helicopters);
- ii) an operable two-way radio capable of communicating with ATC on the appropriate frequencies for that terminal control area; and

- iii) an operable radar beacon transponder having at least a Mode 3/A 4096-code capability, replying to Mode 3/A interrogations with the code specified by ATC.
- 6) Except for persons operating gliders below the floor of the positive control area, no person may operate an aircraft in controlled airspace of the 48 contiguous States and the District of Columbia above 12 500 ft MSL, excluding that airspace at and below 2 500 AGL, unless that aircraft is equipped with an operable radar beacon transponder having at least a Mode 3/A 4096-code capability, replying to Mode 3/A interrogations with the code specified by ATC, and automatic altitude reporting equipment having a Mode C capability that automatically replies to Mode C interrogations by transmitting pressure altitude information in 100-foot increments. (This requirement becomes effective after 1 July 1975.)
- 7) Unless otherwise authorized by ATC, no person may operate an aircraft in accordance with any clearance or instruction that has been issued to the pilot of another aircraft for radar air traffic control purposes.

Appendix 1

- 4.1.1 The flashing white light signal to aircraft in flight, meaning “LAND AT THIS AERODROME AND PROCEED TO THE APRON” is not used.

CHAPTER 3

3.2.2.3 When aircraft are flying on intersecting courses at the same level (height), their pilots-in-command must, on noticing an aircraft to the left, reduce the flight level, and to the right, increase the flight level, so that the difference in heights ensures the safe separation of the aircraft.

3.6.2.4 If the meteorological conditions deteriorate to values not in accordance with the requirements for a VFR flight, the pilot-in-command must:

- return to the aerodrome of departure or land at the nearest alternate aerodrome,
- switch to an IFR flight if the purpose of the flight assignment being executed, the pilot-in-command's training, the equipment on the aircraft and the airway do not preclude that.

In addition, helicopter pilots-in-command may land on a field selected from the air. The helicopter pilot-in-command must inform the ATC unit of this action. If it is not possible to change the height, the pilots-in-command must turn the aircraft away and ensure their safe separation.

CHAPTER 4

VFR apply:

- in the airspace from level 6 000 m or lower on flights with a true airspeed of no more than 550 km/h up to the lower safe level and no more than 450 km/h below the lower safe level;
- in the daytime.

VFR flights above the clouds are authorized when the cloud amount below the flight level is no greater than 4 octants. In this case, the distance from the cloud top to the aircraft must be no less than 300 m.

VFR flights are performed in conditions corresponding to the requirements in the following table:

Terrain	Flight speed (true) (km/h)	VFR flight minima		
		Height of the cloud base over the highest point in the terrain (m)	Visibility (m)	Vertical distance from the aircraft to the cloud base (m)
IN THE TAKE-OFF AND LANDING AREAS				
Flat and hilly	300 or less	150	2 000	50
	301-550	300	5 000	100
Mountainous	550 or less	300	5 000	100
IN THE APPROACH AREA ON AIRWAYS, TRUNK ROUTES AND ESTABLISHED ROUTES				
Flat and hilly	300 or less	150	2 000	50
	301-550	300	5 000	100
	300 or less	400	5 000	100
Mountainous	301-550	700	10 000	100
URGENT FLIGHTS TO SERVE PUBLIC HEALTH ORGANIZATIONS, SEARCH AND RESCUE WORK AND TRAINING FLIGHTS				
Flat and hilly	300 or less	100	1 000	50
Mountainous		400	2 000	100

CHAPTER 5

5.1 Instrument flight rules apply:

- in upper airspace;
- in lower airspace in flights at a true airspeed of over 550 km/h;
- in lower airspace in flights at an airspeed of 550 km/h or less, where VFR does not apply.

Instrument flights are performed at the assigned levels (heights) in accordance with the rules for vertical, longitudinal and lateral separation with strict maintenance of the assigned flight mode and the established route.

CHAPTERS 3, 4 and 5

There are no provisions related to the data links. Data links will be introduced by 2001 and the regulations will be amended accordingly.